

Action Plan

All transportation plans benefit from a well-conceived action plan. The recommendations identified in the Greensboro Urban Area 2030 Transportation Plan will be contingent upon numerous elements.

Roadway and Highway Elements

1. When major highway construction is completed and new traffic patterns are established, new traffic data, including volume and travel time, should be collected. A system-wide analysis should be performed using the new data. The analysis should be conducted prior to the next update of this Transportation Plan (by MPO prior to 2007).
2. Implement recommendations of the following studies:
 - Congestion Management System report
 - Airport Area Transportation Study
 - US 29 Corridor Study
3. Develop a strategic plan to address deficiencies identified in the 2005 E+C scenario described in this report.
4. Maximize operational efficiency and manage vehicular travel demand to compensate for the expense and difficulty in further roadway widening beyond what is already planned.
5. Roadway capacity improvements should be focused on eliminating choke points and filling “missing links.”
6. Coordinate transportation planning with land development so that facilities and services are provided in a timely manner during the development process, particularly in rapidly developing areas with lesser transportation facilities.
7. Implement the LRTP Recommended scenario.
8. Continue to protect corridors as indicated on the revised Thoroughfare Plan.
9. Refine the draft Collector Street Plan and seek adoption by the MPO and local jurisdictions.

Bicycle and Pedestrian

10. Continue implementation by City of Greensboro including:

- An ongoing City sidewalk construction program targeted to community and transportation system needs, including improving safety and access to needed services and destinations
- Continued expansion and infill of the sidewalk network, focusing on high priority links, ADA compliance ramps, as well as removal of obstructions.
- An ongoing City effort to respond to pedestrian safety, mobility, and access issues through the use of other warranted pedestrian facility improvements, education, and other strategies
- Ordinance requirements for development and redevelopment that require sidewalk construction to meet pedestrian safety and access needs and further the City's sidewalk connectivity goals

11. Continue implementation by the City of Summerfield of an adopted pedestrian overlay district for their downtown and continue to require the installation of pedestrian facilities during the development review process.

12. Continue construction of the Bicentennial Greenway, a 16-mile-long trail between High Point City Lake and the Guilford Courthouse National Military Park.

13. Finalize plans and construction of the Battleground Rail-Trail, a shared-use path roughly following an abandoned railroad right-of-way between Pisgah Church Road and the CBD.

14. Construction of more than 100 miles of new trails and 400 miles of new sidewalk opened by 2030. Additional detailed planning and design are needed to develop a long-term action plan.

15. Complete the Piedmont Greenway from Winston-Salem to Greensboro through northwest Guilford County.

16. Conduct a GUAMPO Bicycle Master Plan to develop a long term implementation plan.

17. Implement sidewalks (*and bike lanes where appropriate*) along all new roadway projects.

18. Improve pedestrian crossing conditions through expanded pedestrian signals and high-visibility crosswalks at high volume locations.
19. Cooperate with local partners (Greensboro, Guilford County, and surrounding towns) on the development of a Greenway Master Plan that expands the use of multi-use paths throughout the County.
20. Develop an updated bicycle route map for the urban area.

Transit

21. GTA – Implement the Mobility Greensboro service enhancement recommendations as discussed above, and as reflected on Map 7.2
22. GTA – Focus on enhanced passenger amenities, partnership with colleges and universities, and marketing outreach strategies to achieve future ridership goals
23. GTA – Pursue primary and supporting sources of additional revenue to facilitate Mobility Greensboro implementation
24. PART – Complete the alternatives analysis process and move forward with preliminary engineering phase of the Regional Commuter Transit Project
25. PART – Continue to engage regional partners in a dialog toward enhanced funding sources for regional transit services
26. GTA and PART – Coordinate the planning and development of transit corridors and station locations with adjacent land use planning and development
27. GTA and PART – Coordinate transit routes and station locations with pedestrian and bicycle facilities and access points
28. GTA and PART – Encourage complementary service enhancements by other transit providers in the region
29. GTA, PART, WSTA, HiTran – Continue coordination of transit services, and connections with other human service providers in the region

30. GUAMPO – Support multi-state decision-making process to implement high-speed rail service linking Greensboro with New York, Atlanta, New Orleans and Jacksonville, Florida.

Freight

31. Continue expansion of the highway system to improve access and circulation for trucks in major transportation corridors.
32. Closely coordinate area roadway planning with freight objectives, including access and mobility in the context of other community planning objectives.
33. Continue investments within the vicinity of PTIA as outlined in the Airport Area Plan, Greensboro Comprehensive Plan, and the Thoroughfare and Collector Street Plan.
34. Develop an Intermodal Management System Plan.
35. Coordinate with NCDOT on the development of future rail improvements, including the development of a K-Line Track Separation study.

Aviation

36. Implement the PTIA Airport Master Plan including these key projects:
 - Construct new 9,000 foot-long runway and high-speed taxiway
 - Construct connecting roads and taxiways to link existing and new runways
 - Construct air cargo aprons for Federal Express service
 - Relocate rental car facility
 - Relocate sections of Regional Road
 - Relocate sections of Old Oak Ridge Road
 - Construct new interchanges on Bryan Boulevard at Old Oak Ridge Road, South Triad and North Triad

Management Strategies

The nature of traffic congestion will dictate which management strategy to implement. Strategies such as ATIS are intended to have a regional effect. Others such as a coordinated signal systems may only be useful for corridors. Still others, like spot safety project programs or employer specific TDM programs, are only aimed at reducing congestion in activity centers or intersections.

Non-recurring congestion such as delays due to traffic accidents or special events can be addressed by emergency roadside assistance and a system of variable message signs. All management strategies should be considered.

37. Improvements to the following existing management policies and programs should be considered:

- Encourage NCDOT to continue the IMAP motorist assistance program on the existing interstates in the region and expand the system onto new interstates as they open to traffic.
- Continue joint efforts with NCDOT to monitor the regional transportation system.

38. Introduce new management strategies listed below:

- Expand system monitoring efforts to include the collection of peak hour vehicle travel speeds. Peak hour travel speeds are the true indicator of system efficiency.
- Develop a transportation demand management strategy (TDM) focusing on the larger employers in the region. Successful transportation demand management programs will reduce local parking demand and traffic congestion. TDM programs could focus on ridesharing and the use of transit.
- Accelerate funding to implement the regional signal system upgrade and construction of the traffic management center.
- Fund the advanced signal system functionality to allow for better traveler information and system management.
- Accelerate funding to implement improvements to the local and regional transit system including the construction of park and ride lots.
- Update the congestion management system as the initial stage to every transportation plan update.
- Continue to collect roadway geometric data for new roads and expand traffic volume data collection to cover more of the congestion management system network. The coverage of data collection should be expanded in concert with the expansion of regional transportation planning priorities.
- Collect vehicle travel time data on roadways in the congestion management system network.
- Coordinate congestion management system development with the congestion and safety related intersection improvement programs of the City of Greensboro and NCDOT.

Financial

39. Support efforts to increase federal and state revenue for transportation projects in the Greensboro Urban Area.

40. To be conservative, the Financial Plan does not depend on future voter support for transportation bond referenda. However, these programs have historically been supported in the Greensboro area and should be vigorously pursued as needed to supplement state and federal funds, particularly for roadway safety, intersection improvements, widening, repaving, pedestrian access, aesthetics, intelligent transportation systems, signal systems, and transit improvements.
41. Continue to support local funding programs sufficient to obtain state and federal full-funding grant agreements for planned transit projects.
42. Continue to fund aggressive sidewalk, trail and bikeway investments.